

In the Claims:

Please amend Claim 1 as indicated below. The status of all pending claims is as follows:

1. (Currently Amended) A tire/wheel assembly in which a run-flat support member formed of an annular shell and elastic rings is inserted into a cavity portion of a pneumatic tire mounted onto a rim, the annular shell having an arched cross-section, and the elastic rings being attached to bent ends of the annular shell on an inner peripheral side of the annular shell,

wherein the bent ends only extend in an axial direction at a uniform radial distance from a central axis,

wherein a plurality of notches are provided in the bent ends of the annular shell along a circumferential direction of the annular shell, a length  $L_n$  of the respective notches in the circumferential direction is set between 1.0 mm and 15.0 mm inclusive, and a ratio  $W_s/W_g$  of a width  $W_s$  (mm) of the respective bent ends of the annular shell to a thickness  $W_g$  (mm) of the respective elastic rings is set between 0.55 and 0.92 inclusive,

wherein the annular shell is formed of a metal material, and

wherein a ratio  $L_n/L_p$  of the length  $L_n$  (mm) of the respective notches in the circumferential direction to an alignment pitch  $L_p$  (mm) thereof in the circumferential direction is set between 0.07 and 0.30 inclusive, and a ratio  $W_n/W_s$  of a length  $W_n$  (mm)

of the respective notches in a direction orthogonal to the circumferential direction to the width  $W_s$  (mm) of the respective bent ends is set between 0.3 and 1.5 inclusive.

2. (Cancelled)

3. (Previously Presented) The tire/wheel assembly according to claim 1, wherein the ratio  $L_n/L_p$  of the length  $L_n$  (mm) of the respective notches in the circumferential direction to the alignment pitch  $L_p$  (mm) thereof in the circumferential direction is set between 0.09 and 0.25 inclusive, and a radius of curvature of each of connecting portions connecting the respective bent ends and sidewall surfaces of the annular shell is set between 4 mm and 10 mm inclusive.

4. (Previously Presented) The tire/wheel assembly according to any one of claims 1 or 3, wherein the metal material has breaking strength not less than 600 MPa.

5. (Previously Presented) The tire/wheel assembly according to claim 3, wherein the metal material has breaking strength not less than 800 MPa.